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I. INTRODUCTION

Development refers to economic, socio-political processes and cultural processes of change in human societies. It primarily seeks to satisfy the spiritual and material needs of man. It is for the benefit of the human beings in all of their aspects, tangible and intangible. Economic and industrial development of a country involves large-scale deployment of resources. The countries which are in the process of developing undergo huge projects which results in involuntary displacement of large number of people. This displacement is not merely spatial; it invariably brings about the uprooting and dislocation of social, moral and economic strata of life which was built over generations.

The displacement of people generally give rise to severe economic, social and environmental problems; production systems are dismantled; productive assets and income sources are lost; people are relocated to environments where their productive skills may be less applicable and the competition for resources lead to dispersement; and cultural identity, traditional authority and the potential for mutual help are diminished.

Rapid liberalization of the Indian economy in recent years and increasing inflow of foreign investment for major infrastructural projects has led to widespread displacement and loss of access to traditional resources and means of livelihood of many in the country. In this process of economy-driven development virtually all developmental project within the discourse had taken one thing for granted, i.e. "Displacement" .Though Kerala claims to be progressive and rank high on human development index as compared to other states of the country, it has

resettled the displaced persons only in a handful of projects. As land acquisition takes place on the one hand; the struggle of oustees' resistance is in the process on the other hand is evident. Such development projects, though promise and aim at advancement of society, lead to impoverishment.

The Kochi International Container Transshipment Terminal (ICTT), locally known as the Vallarpadam Terminal, is the only transshipment port in India, and is situated in Kochi, in the state of Kerala. The ICTT is a dream come true for the people of Kochi.

The commissioning of the ICTT project has displaced 326 families. However the land acquisition process did not turn out successfully. The eviction process was without any prior notice. The Vallarpadam Rehabilitation package was revolutionary, going by the nations land acquisition history. It conceded the evictees right to resettlement and rehabilitation. With the fifth anniversary of the forceful eviction of inhabitants for the Vallarpadam International Container Transshipment Terminal evoking many a painful memory, the evictees are far from getting a fair deal. The advantages offered by the ICTT project, to an extent, was overshadowed by the large scale displacement effects it has caused.

The researcher, therefore, highlights the impact of displacement which has cumulated physical exclusion from a geographic territory with economic and social exclusion out of a set of functioning social networks.

II. STATEMENT OF THE PROBLEM

The problem under investigation in the present study is: "Socio-economic impact of Displacement- A study with reference to Vallarpadam Container Terminal Kochi".

Projects aimed at bringing development have the ability to improve the lives of many people and contribute to local and national economic welfare.

Nevertheless, physical development projects can result in the displacement of, often poor, communities. Although population displacement has been a prerequisite of growing economies especially in developing countries it affects the livelihoods of the households which are involuntarily displaced to allow such development projects to take off. The displacement causes various negative effects to the displaced households both socially and economically including loss of income, loss of assets both physical and manmade and social assets by destructing the patterns and of mutual help network.

Hence, the following questions arise:

Whether development projects really assisted people to improve their standard of living or led them to forceful eviction from their habitat in the name of development? Whether the Vallarpadam ICTT project, which displaced 326 families, has created a situation of excluding the common people from the development progress of the country? Does the advantages offered by the ICTT project was overshadowed by the large scale displacement effects it has caused?

Does the displaced people were benefitted by rehabilitation package? Whether there is any difference in the basic facility before and after displacement?

These are the main problems that require answers from the research.

III. OBJECTIVES OF THE STUDY

1. To study the problem of displacement
2. To extent this problem into the cases of displaced individuals in Kochi as a result of development projects with special reference to Vallarpadam container terminal, Kochi.
3. To analyze the socio-economic background of the displaced people and the implementation of rehabilitation policy measures and their impact on the economic and social life of the displaced people
4. To find out the positive and negative impacts of displacement.
5. To suggest remedies for a proper displacement.

IV.HYPOTHESES

The study is based on the following hypotheses.

1. The ICTT project has created a positive impact for the development of cochin
2. The displacement of people for the ICTT project has created a negative impact and the displaced people are excluded from the development process

3. There is a significant difference in the socio-economic, cultural life of people before and after displacement.

V.UNIVERSE

The universe of the study comprises of the households who were forcefully displaced from their own inhabitants.

VI.SAMPLE SIZE

The commissioning of the ICTT project has displaced 326 families. For the road connectivity and rail connectivity, land was acquired from seven villages. For the road connectivity 165 households were displaced and for the rail connectivity 143 households were displaced. 308 families were displaced for the rail and road connectivity. 18 families were partially displaced. The researcher has taken a sample size of 150 households and ensured that a sample from each and every village was included. No common norm to determine the sample from each of the village was adopted. The main reason was that, from each village the persons who lost their homes were scattered all over the district making it impossible to take a pre determined sample size for each village. Therefore in order to make the study as comprehensive and scientific as possible, a total sample size of 150 out of a population of 326 was taken. Displaced families from 7 affected villages have been resettled in over 15 locations. The people were scattered from their native places, which has directly affected their sources of livelihood and their

standard of living has deteriorated, which has affected more on women and children.

VII. METHOD OF DATA COLLECTION

The data for the study were collected from both primary and secondary sources. The primary data was collected from the displaced households with the help of a structured questionnaire. Personal interviews and discussions provided deeper and more detailed information about the life of people before and after displacement. A pilot study was conducted to test the feasibility of the study, to finalize the universe and to decide the tools of data collection. Secondary data was collected from various sources. Main sources of secondary data were books, journals, magazines, periodicals, newspapers, online resources and institutional publications.

VIII. TREATMENT OF DATA

After collecting the data, they were properly processed and analysed. Methods like pie diagram, bar diagram, cross tabulation technique, Z - test etc are used to interpret the data effectively and vividly.

IX.GENERAL OUTLINE OF THE STUDY

The study is presented in seven chapters. A brief description of the content of each chapter is given below

Chapter I- The first chapter gives an introduction to the topic explaining the statement of the problem, objectives, hypothesis, methodology used and scope and significance of the study etc. it also describes the technical aspects like methods and techniques used in the study.

Chapter II- The second chapter deals with the review of literature. Review of literature has been conducted at three levels- review of books with an international perspective, national perspective and with regional perspective.

Chapter III- The third chapter deals with the concept of displacement which includes the Scope of Displacement by development, Origin and Sources of displacement, Impact of Displacement, Theoretical models on Displacement, Displacement history –Indian perspective, Land acquisition Act and Rehabilitation policies, Displacement in Kerala, Displacement and human rights.

Chapter IV- The fourth chapter deals with the displacement due to Vallarpadam ICTT Project. Impact of ICTT Project, issue of displacement, Rehabilitation package are dealt in this chapter

Chapter V- Fifth chapter deals with the analysis and interpretation. This chapter analyses the socio –economic impact of displacement on people.

Chapter VI- The sixth chapter deals with an empirical verification of the study which contains a statistical analysis of the data.

Chapter VII-The seventh chapter summarises the study and presents important findings with conclusion and suggestions.

X. MAJOR FINDINGS

1. ICTT is a project designed with a wide vision and potential to alter the development of the state. The ICTT project has created a positive impact for the development of Kochi which is highlighted in the data. There is an annual average growth rate of 5.29 which indicate an increasing trend. Yearly variation in income has shown an annual growth rate of 8.00

2. The major projects which has come up after the establishment of ICTT are 4.62-km railway bridge, India's longest, connecting Vallarpadam to Edapally at a cost of US$ 65 million, liquefied natural gas (LNG) terminal to handle 1 million tons of LNG, costing nearly US$ 350 million,1,250 MW power plant at Puthuvype near the LNG terminal

3. If development is one side of the coin, displacement is the other side. Analysis on displaced landed families have shown that they faced the risk of landlessness, homelessness, increased morbidity and mortality, social disarticulation, lack of access to common infrastructure, marginalization and exploitation.

4. It has been observed from the findings of the study that the average land holding of the Displaced Families which was 1 Acres before displacement has substantially come down to 0.05 Acres in the Post Displacement stage.

5. The statistical analysis on the basis of the empirical data collected from the displaced families indicate that while the average crop yield per family has declined significantly in the post displacement stage as compared to their pre-displacement time

6. When a comparative analysis of income before and after displacement is taken, we can see that there is not so much decrease in income in absolute terms. But when we measure in real income level, we observe a decrease after displacement. Before displacement, the respondents had different sources of income, as they were residing in their native place. The people used to engage in own cultivation, fishing. The loss of cultivable land has reduced the avenues of employment.

7. The area in which they lived provided a wide variety of formal and informal employment opportunities in the area. This mainly includes fishery- and tourism-related employment opportunities. There are also other privately owned large-scale manufacturing industries where people can find employment. In terms of employment opportunities for the resettlers in their new locations, there is definitely less variety compared with those in the earlier area.

8. The compensation amount was given only after the continuous struggle and agitation by the displaced people under the headship of a co-ordination committee. They were faced with under compensation, Delayed compensation—Payment of compensation in installments (gaps ranged from 2 to 7 years) further aggravated this problem. Moreover the compensation was often used for house improvements, consumption, ceremonial expenses, repayment of loans, or other activities.

9. Majority of the people (59%) lost homestead land, house and better environment. While 32 percent lost house and land. There are households who have lost occupation due to eviction. 6 percent lost agricultural land, which was a source of income for the households.

10. Resettlement land was provided to the evictees without any basic facility. They faced various issues like lack of water, lack of drainage system, lack of waste disposal system. They were moved from developed area to underdeveloped situation, which made their life miserable.

11. Even after 5 years of implementation of the ICTT Project, 16 percent are not settled and still remain in rented houses. This was due to the time lag between displacement and land resettlement.

12. The findings indicate that the livelihood of the displaced households has generally deteriorated.

XI.POLICY IMPLICATIONS

The road from displacement to resettlement and eventually rehabilitation is a long one. It was found that a lack of commitment or capacity to cope with displacement led to the impoverishment and suffering of millions of affected people. It called for a reduction in negative impacts by increasing the efficiency of use of existing assets; avoiding and minimising ecosystem impacts; engaging in participatory, multi-criteria analyses of development needs and options; ensuring that displaced and project-affected peoples' livelihoods are improved; resolving past inequities and injustices, and transforming project-affected people into beneficiaries; conducting regular monitoring and periodic review; and developing, applying and enforcing incentives, sanctions and recourse mechanisms.

Resettlement & Rehabilitation(R&R) should be treated as a right based entitlement scheme and not as a welfare scheme. There should be grievance redressal mechanisms built into the R&R process. Effective communication with affected people can go a long way in settling many of their queries and apprehensions. Human rights impact assessments should be linked to the land acquisition process. No development project can result in complete alienation of the rights, customary and legal, of people through payment of a one-time compensation. On the contrary the process must result in the creation of new rights that will enable people to share directly in the benefits of the development project.

XII. CONCLUSION

When one looks at the Vallarpadam project case systematically through the lens of the development ethics framework, it is difficult to gain a sense that the projects are an example of anything but ethical wrong-doing. The projects have managed to offend against each of the six core values of human security and well being, equity, participation and governance, human rights, culture and empowerment, and environmental sustainability. Looking to regime prevailing in the world today and also in the past, it is evident that development induced displacement is inevitable. The construction of projects like dams, power houses, irrigation canals many other infrastructure is very much important and basic requirement for development both in economic and social sense. Adopting a development ethics approach that places social justice, ethical principles and the rights of the displaced at the centre provides a responsible vision of just development.